

HANNESIAN FIRST OF EIGHT AMERICAN-HAWAIIAN HUGE FREIGHTERS FOR ATLANTIC AND PACIFIC SERVICE LAUNCHED

BUILT IN ANTICIPATION OF GREAT EXPANSION OF BUSINESS ON WATERWAY OPENING

The steamship Minnesota, one of eight large freighters ordered from and under construction at the yards of the Maryland Steel Company, at Sparrow Point, Md., is ready to go into commission and it is predicted that the fine new cargo carrier will soon find its way into the Pacific.

To become an addition to the American Hawaiian fleet, the Minnesota was launched June 8 and was given her builders' trial September 10. She is a vessel of 3650 tons dead weight cargo capacity, 415 feet 2 inches in length between perpendiculars, 53 feet 6 inches beam, maximum depth mounted to upper deck 35 feet 6 inches, and depth mounted to upper deck 31 feet 6 inches. The Minnesota has a draft of 28 feet and can maintain a speed of twelve knots no hour. Diesel is unproven.

The placing of an order for eight steamships by one company is unprecedented in the history of American shipbuilding. The vessels are being built in preparation for the additional traffic which is expected to follow the opening of the Panama canal. They are similar in design and construction to the steamship Ken-

tinian and Georgian now in the Atlantic service of the American Hawaiian Steamship company.

The route on which these vessels

are to be placed is from New York to San Francisco, the Hawaiian Islands and Seattle and Puget Sound ports by way of the canal.

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Shipping

The Towboat in Transit On The Mexican.

On board the American-Hawaiian freighter Mexican now at Honolulu there is a large portion of ten thousand tons general cargo in being discharged at the large and powerful port, assigned to the Philadelphia Steamship Company, and destined for

The vessel has been shipped "knocked down" and included in the bill of lading in Mexico is a large number of packages which contain materials for the launch.

The Mongols will have accommodation for at least one hundred and fifty additional cabin passengers.

Hail Delays Repairs to Schooner.

Hail which has fallen in gaseous quantities for the past twenty-four hours has prevented the completion of repairs to the upper portion of the schooner Sophie Christensen. The vessel has been hauled from the marine railway some weeks ago following the reballasting, repainting of the bottom. The vessel above the water line was also in need of attention and a force has been at work on the windjammer which lies at the old Cannery wharf.

Captain McLeans hope that he will be able to get away for Tahiti by Sunday and Monday, if all goes well and the weather man allows his approval.

Johnson Says, "All Is Well."

All is well with the band of passengers in the Mason Navigation steamer Wilhelmus that sailed from Honolulu last Wednesday morning for San Francisco and who are destined to arrive at the Coast port early Tuesday morning.

A wireless received at the agency of Castle and Cooke, from "Skipper" Johnson, is to the effect that the vessel was 60 miles from Honolulu at eight o'clock last night, steaming through fair trade winds with all well on board.

Ka Moi Win Change Name.

The little island trading schooner Ka Moi which has been a well known figure in coasting shipping for many years is to be sold this afternoon provided sufficient amount is offered in the calling for bids.

The Ka Moi has a long and honorable career as a cargo carrier between ports on Oahu and the other islands.

The vessel recently returned from a trip to Hawaii and has been laying at a berth near the foot of Fort street for some weeks past pending a change of ownership.

The Wailea was taking on cargo at Kahului while the Kauai and Kilauea were moored at Hilo. The like-like was passed at Kahului.

The Mauna Kea returned with a fair sized list of passengers and small complement of cargo including the usual assortment of empty containers, 9 sacks taro, 150 packages sundries and 10 cords wood.

Forster Phillips reports moderate seas with winds freshening as the vessel steamed through the channel.

Coasting Steamers Busy At Island Ports.

Interisland steamers find business at outer ports judging from the report of movements of vessels brought to this city with the arrival of the flag ship Mauna Kea.

Wailea Back from Hawaii.

With small shipments of freight including some crates of native oranges, the steamer Iwaiwa is back from a trip to Mahikona and Kilauea. This vessel met with fine weather and smooth seas.

Schockton Prepares For Sea.

The barkentine Kilkita has almost completed discharging her cargo of lumber into the inter-island steamers at the port of Hilo.

City Transfer.

(JAS. M. LOVE)

Phone 1281

For news and the truth about it, people buy the Star-Bulletin.

VESSELS TO AND FROM THE ISLANDS

[Special Cabin to Hawaiian Exchange]

SATURDAY, NOV. 9
HILO—Sailed, November 6, Bark Nanana for San Pedro.
HILO—Arrived, November 5, S. S. Enterprise from San Francisco.
HILO—Sailed, November 6, Schooner Taurus for Port Townsend.

SAN FRANCISCO—Sailed, November 9, 1:30 p. m., S. S. Manchuria for Honolulu.

SAN FRANCISCO—Arrived, November 5, Schooner Kona from Hana October 13.

AEROMARINE,
S. S. MONGOLIA—Will arrive about Tuesday afternoon from Yokohama for San Francisco.

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deck and two deck houses and four king posts. The decks have eight rooms each, one on the forward mainmast of twenty-ton capacity. The longitudinal system of framing has been used in the construction of the vessel, and the double bottom extends the entire length of the ship.

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